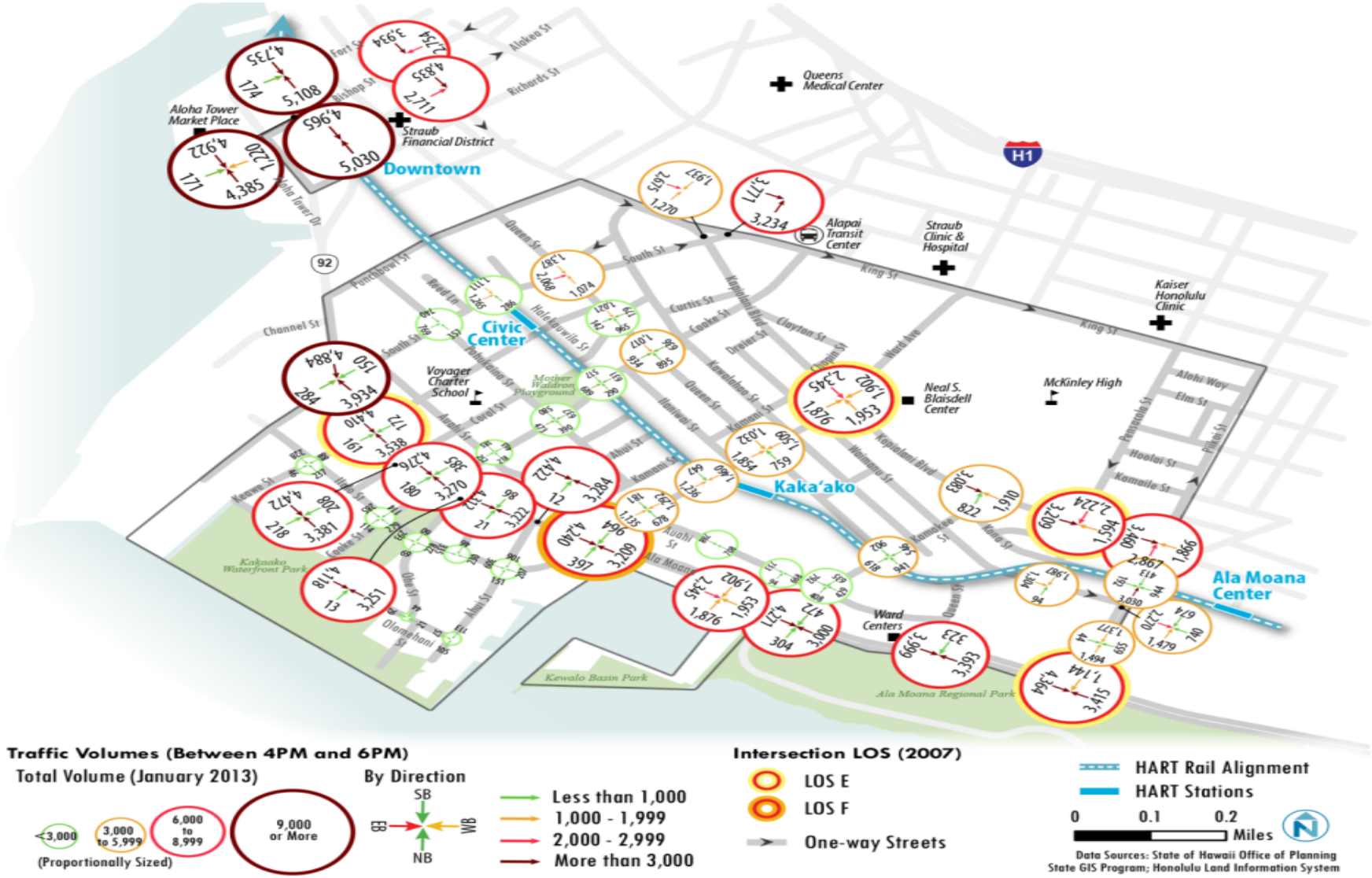
Isn't Kakaako Congested Enough Already?

There are currently a lot of cars traveling through Kakaako on Ala Moana Boulevard! Many cars go mauka/makai to get to the highway!

- **Traffic Volumes are for Through Traffic & Not Necessarily Local Traffic!**
- **Kakaako Should Be Compact Walkable Pedestrian Oriented Community!**
- **Bikes and Transit Options Make Sense!**
- **It Also Makes Sense to be a Pedestrian!**
- **Complete Streets Initiative**

Isn’t Kakaako Congested Enough Now?



STREET TYPES IN THE KCDD

The street types listed below frame the design of KCDD streets and should be used to determine which design elements are appropriate for the district various land use contexts.

- **COMMERCIAL BOULEVARDS AND AVENUES**
  - Regional Boulevard
  - Transit Boulevard
  - Commercial Avenue
- **DISTRICT STREETS**
  - Residential Street
  - Commercial/Light Industrial Street
- **LOCAL STREET**
- **DISTINGUISHED STREETS**
  - Rapid Transit Street
  - Promenade

Diversity of Street Types and Area Uses

We Need to Establish a New Modal Hierarchy!

- **Pedestrian Oriented Development**

Why Bikes? Buses?
Instead of Cars?

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Community
Development
Authority

What if this space was instead…

PARKS PLAZAS COMMUNITY LIVING ROOMS

BICYCLE

Priorities

- **Primary (Path/Separated)**
  Streets with speeds, volumes, and dimensions supportive of separated bicycle facilities; Streets with high bicycle demand or clear bicycle desire lines
- **Secondary (Shared)**
  Shared bikeway; Facilities recommended to enhance bicyclists' visibility
- **Low Speed Street**
  Streets with speeds calm enough to ride without separated bicycle facilities
- **High Stress Bicycle Street**
  Streets with high volumes and speeds; Only comfortable for experienced and fearless bicyclists

- Pathway
- HART Rail Alignment
- HART Stations

0 0.1 0.2 Miles

Data Sources: State of Hawaii Office of Planning State GIS Program; Honolulu Land Information System

Bike Share Idea

Establish City-Wide Bike Sharing Program

Work w/developers to locate sharing stations

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TRANSIT

A tool for building great community places

A way to move people between rail, parking and local destinations

Transit Reduces Congestion By Getting Us Out of Our Cars

Town Circulator Idea

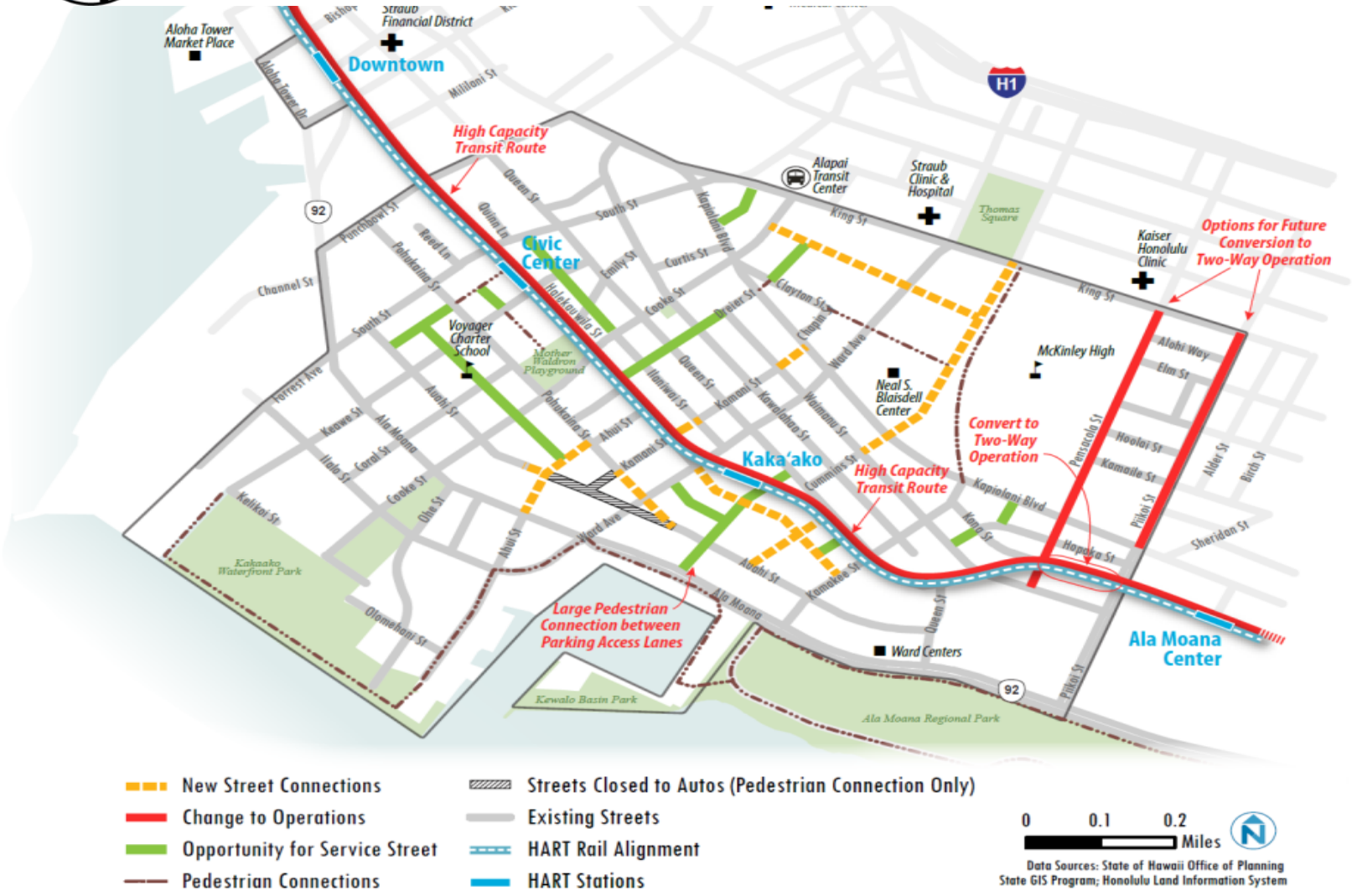
Enhances Access to Hart Stations and Key Town Destinations

ala Denver 16th Street Mall, Portland Pearl District Tr

Distance

Downtown
Civic Center
Kaka'ako
Ala Moana Center
Aloha Tower Market Place
Straub Financial District
Queens Medical Center
Alapai Transit Center
Straub Clinic & Hospital
Kaiser Honolulu Clinic
McKinley High
Neal S. Blaisdell Center
Voyager Charter School
Mother Waldron Playground
Ward Centers
Kakaako Waterfront Park
Kewalo Basin Park
Ala Moana Regional Park
H1
92
Bishop St
Alakea St
Richards St
Milliani St
Aloha Tower Dr
Punchbowl St
Queen St
Quinn Ln
South St
Kapiolani Blvd
King St
Curtis St
Emily St
Reed Ln
Pohukaina St
Channel St
Halekauwila St
Cooke St
Dreier St
Clayton St
Chaplin St
Ward Ave
Kawaiahao St
Hanawai St
Kamani St
Waimanu St
Alohi Way
Elm St
Pensacola St
Hoolai St
Kamaile St
Piikoi St
Hopaka St
Kona St
Kamakee St
Cummins St
Auahi St
Ala Moana
Ahui St
Ohe St
Ilalo St
Keawe St
Coral St
Forrest Ave
Kelikai St
Olomehani St
Walk Isochrones
5 Minute Walk from HART Station
10 Minute Walk
15 Minute Walk
Note: calculated based on an estimated walking speed of 3 miles per hour
New Street Connections
HART Rail Alignment
HART Stations
0 0.1 0.2 Miles
N
Data Sources: State of Hawaii Office of Planning State GIS Program; Honolulu Land Information System

CONNECTIVITY



Complete Streets Program Elements

- Pedestrian Countdown Signals
- Crosswalk Markings
- Landscape Buffer
- Street Tree
- Bicycle Sharrows
- Bicycle Lane Safely Located
- Bicycle Intersection Design
- Bus and Service Vehicle Pull-Out Lanes
- Omni-directional Crosswalk (Barnes Dance)
- Speed Tables

Complete Streets for Pedestrians

Safety

Lower motor vehicle speeds:

- Narrower lane widths
- Reduced turning radii
- Traffic calming measures

Less exposure to conflicts:

- Dedicated space
- Shorter crossing distances
- Improved sight lines and visibility
- Crossing islands
- Appropriate signal timing and crossing treatments

Accessible crossings:

- ADA compliant curb ramps
- ADA compliant crosswalks
- Accessible pedestrian signals

Convenience

Comfortable and inviting spaces:

- Appropriate sidewalk widths for pedestrian volumes
- Crossings that reflect pedestrian desire lines
- Buildings that front the street
- Transparent store fronts
- Street trees
- Amenities such as benches, recycling and trash receptacles, public art, street cafés, etc.

Minimal Delay

Frequent opportunities to cross:

- Pre-timed pedestrian signals
- Responsive pushbuttons
- Direct routes across complex intersections

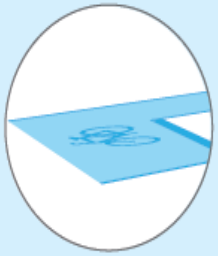
Complete Street Intersection Design

Complete Streets for Bicycles

Safety

Lower motor vehicle speeds:

- Narrower lane widths
- Reduced turning radii
- Traffic calming measures



Less exposure to conflicts:

- Dedicated space
- Shorter crossing distances
- Signal design that accommodates bicycle speeds
- Signal design that reduces conflicts with other modes

Degree of separation:

- Intersection treatments for separate bicycle crossings
- Bicycle lanes
- Buffered bicycle lanes
- Cycle tracks

Convenience

Well-maintained and bicycle friendly intersections:

- Good pavement quality
- Materials that reduce vibrations
- Connections to other bikeways
- Wayfinding signs
- Bicycle parking

Minimal Delay

- Responsive traffic signals
- Bicycle signals
- Bicycle detection
- Direct routes across complex intersections